

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 15/05466/FULL6

Ward:
Farnborough And Crofton

Address : 91 Oregon Square Orpington BR6 8BE

OS Grid Ref: E: 544837 N: 166134

Applicant : Mr Lewis Griffiths

Objections : YES

Description of Development:

Part one/two storey front/side and single storey rear extensions

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 11

Proposal

The application site is located on the northern side of Oregon Square and hosts a semi-detached dwellinghouse. The proposal seeks permission for a part one/two storey front/side and single storey rear extension.

The proposed single storey rear extension will replace an existing single storey rear extension and is proposed to measure 4m in length, 7.8m in width and will be sited along the common side boundary with number 93 Oregon Square and 1m from the boundary with number 89. The single storey rear extension will host a pitched roof profile.

The two storey side extension will be located along the western flank elevation of the host dwelling projecting into the rear amenity space by 3.5m. The side extension will measure approximately 4.8m in width and 7.1m in depth, with the front of the first floor extension set back from the original front elevation by 3.5m. A spacing of 1m is retained to the boundary at first floor level however the garage at ground floor level is proposed up to the boundary. The ridge is set down from the main dwelling allowing for a level of subservience from the original property.

A single storey front extension is proposed to facilitate an extension to the garage and hallway measuring 1m in depth and 5m in width with a hipped roof profile.

Consultations

Nearby owners/occupiers were notified of the application, one comment was received -

- There is a possibility of damages to the walls as the foundations of the extension run parallel to the neighbouring property
- There is potential damage to the party wall
- Reduction in light to neighbouring property
- Would like assurances that the foundations won't be built under neighbouring foundations which may cause subsidence
- Would like assurances that the neighbouring party wall won't be left open to the elements.

Highways - The proposal involves the reduction of the garage space however the front garden offers sufficient room for 2 cars to park off street and thus there is no objection to the proposal from a highways point of view subject to conditions.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

BE1 Design of New Development
H7 Housing Density and Design
H9 Side Space
T3 Parking

SPG1
SPG2

National Planning Policy Framework

Planning History

15/01423/FULL6 - Roof alterations to incorporate rear dormer and front rooflights, part one/two storey front/side and single storey rear extensions - Refused

Reasons for refusal - The proposed hip to gable and dormer extensions, involving substantial alterations to the existing roof profile of the property, are unsympathetic to the scale and form of the host dwelling and would result in top-heavy and obtrusive additions that would unbalance the pair of semi-detached dwellings and are considered detrimental to the wider streetscene, thereby contrary to Policies BE1 and H8 of the Unitary Development Plan.

Conclusions

Members may consider the main issues relating to the application as being the effect that the proposal would have on the street scene and the character of the surrounding area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

Policy H9 states that when considering applications for new residential development, including extensions, the council will require a minimum of 1 metre space from the side boundary of the site retained for the full height and length of

the flank wall of the building. The proposed single storey garage extension projects up to the boundary with number 89 for 4.6m. The first floor side element overhangs the ground floor garage to the rear by 200mm before stepping away to 1m from the boundary, rendering the scheme in breach of Policy H9 - side space. Members may not consider that the development would cause any possible terracing due to the separation distances between the majority of the first floor element being set 1m back from the common side boundary and the extent in which the first floor development is set back from the front elevation. It is not considered that the extension would allow for a cramped appearance within the wider streetscene nor would it negatively impact upon the spatial standards of the surrounding area, particularly given the set back of the first floor extension from the front elevation (3.5m) and the proximity of the neighbouring property.

The single storey rear extension is proposed at 4m in projection, replacing an existing single storey conservatory measuring 3.5m in projection before wrapping round to the western elevation of the dwelling, 1m away from the boundary with number 89. The extension will project minimally past the rear extension of number 93 by 0.45m and Members may not consider that this detrimentally impacts upon loss of light nor will it cause any undue overshadowing of the neighbouring property.

The proposed two storey extension projects along the western elevation of the dwelling, 1m from the common side boundary with number 89, 3.5m past the original rear elevation of the dwelling. The extension projects 2m past the rear most part of the neighbouring property at 4m away in distance. The first floor rear addition is sited above a ground floor extension measuring 4m in projection. Whilst it is noted that the projection into the rear amenity space can be considered to be quite large, the development is proposed with a hipped roof profile which pitches away from the common side boundary with number 89, mitigating some of the prominence of the built form as well as being stepped away from the boundary by 1m. Given the distance to the neighbouring property and the orientation of the site (south facing), it is not considered that the two storey extension would adversely impact upon residential amenity in terms of loss of light or being an overbearing form of development. This is further evidenced by the 45 degree angled sight line not being breached when taken from the neighbouring rear windows. If permission was to be forthcoming, a condition will be added to ensure that all flank facing windows are to be obscurely glazed and non-opening below a level of 1.7m from ground floor level.

In terms of the overall design of the scheme, it is beneficial to the retention of the original form of the dwelling that the extension is set back and down from the main ridge of the host property. Whilst sparse, there is some evidence of two storey extensions prevalent within the surrounding street scene and members may not consider that this extension would appear prominent or incongruent when viewed from the highway. The scheme does appear quite bulky when viewed from the rear, however given the limited views of this aspect, on balance it is considered that the overall design of the scheme is considered acceptable.

There are several examples of small porch and garage extensions within the road. The front extension is proposed with a hipped and pitched roof profile and projects 1m forward of the front elevation. The porch will not appear incongruous or

prominent, given the extent of this type of development within the wider street scene and the minor nature of the front projection.

Highways raised concerns that the size of the garage will not be suitable to park a standard size car, however, it would be suitable for cycle/refuse storage. Due to the size of the front garden which could be sufficient to park 2 cars off street, no objections are made to the scheme subject to conditions. A condition was required to be added detailing bicycle parking capacity within the site. Given the minor nature of the development, and the adequate storage provision within the rear amenity space for the storage of bicycles, this condition is not considered reasonable or necessary to be attached to a permission if it was to be forthcoming.

Concerns are raised by the neighbouring property with regard to the impact of the extension upon the party wall and foundations. These are private legal matters and not for consideration within this planning decision making process. Issues regarding foundations will be dealt with at building control stage.

Having had regard to the above, Members may consider the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area or host dwelling.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

REASON: Section 91, Town and Country Planning Act 1990.

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 4 No windows or doors shall at any time be inserted in the flank elevation(s) of the extensions hereby permitted, without the prior approval in writing of the Local Planning Authority.

Reason: In order to comply with Policies of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

- 5 Before the development hereby permitted is first occupied the proposed window(s) in the flank elevations shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

Reason: In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

- 6 Before any work is commenced details of parking spaces and/or garages and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 2015 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 7 Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.